

D7  
7 fluid located downstream of said particulate trap and an SCR catalyst, wherein  
8 said SCR catalyst is located downstream of said injection means.

1 6. (Twice amended) An SCR system according to claim 5,  
2 further comprising control means such that said means to cool gases is activated  
3 only when a high SCR catalyst temperature is detected or conditions are  
4 determined that are expected to lead to high catalyst temperatures.

D2  
1 7. (Twice amended) A diesel engine provided with an SCR  
2 system for treating combustion exhaust gas containing NO<sub>x</sub> and particulates, said  
3 SCR system comprising an oxidation catalyst effective to convert at least a  
4 portion of NO in said NO<sub>x</sub> to NO<sub>2</sub> thereby enhancing NO<sub>2</sub> content of the exhaust  
5 gas, a particulate trap, wherein said particulate trap is located downstream of  
6 said oxidation catalyst, a source of reductant fluid, wherein said reductant fluid is  
7 NH<sub>3</sub> or urea, an injection means for said reductant fluid located downstream of  
8 said particulate trap and an SCR catalyst, wherein said SCR catalyst is located  
9 downstream of said injection means.

1 8. (Twice amended) A diesel engine according to claim 7,  
2 wherein the volume of the SCR system is reduced and the diesel engine is light  
3 duty.

Please add the following new claim:

D3  
1 13. (Newly added) An SCR system according to claim 1,  
2 wherein the reductant fluid is urea.